

**SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR METROPOLITAN
AND STATEWIDE TRANSPORTATION PLANNING PROCESS
For the 2019-2022 Transportation Improvement Program for North Central Texas**

- 1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program.**

The North Central Texas Council of Governments (NCTCOG) conducted public involvement for the 2019-2022 Transportation Improvement Program (TIP), Mobility 2045, and the 2018 Transportation Conformity per the Fixing America's Surface Transportation (FAST) Act guidelines. A review and update of the Public Participation Plan (PPP) is ongoing and expected to go to public meetings in August 2018 and then be approved by the Regional Transportation Council (RTC) in October 2018. The intent was to wait until the Metropolitan Transportation Plan (MTP) update was through the public involvement process and approved by the RTC (expected June 2018) before making revisions to the PPP, so as to not appear to be changing the public involvement rules in the middle of an MTP development cycle. Although the PPP has not been updated to specifically reference providing reasonable involvement opportunities to the new groups added by the FAST Act (public ports; private providers of transportation [including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program]), NCTCOG staff did provide notice to these entities of all public meetings related to development of the 2019-2022 TIP, MTP update, and conformity. These groups will be specifically referenced as interested parties in the PPP update expected to be approved in October 2018.

- 2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction.**

NCTCOG added a section titled, "Extreme Weather Vulnerability and Resilience" in the Environmental Considerations chapter of Mobility 2045. This chapter includes a listing of resilience strategies derived from the March 2015 NCTCOG final report for the Federal Highway Administration (FHWA) Climate Change/Extreme Weather Vulnerability and Risk Assessment Pilot Study and the 2017 summary report from the Texas Resilience and Planning Workshop. These strategies include coordinating with officials responsible for disaster risk reduction, including the Federal Emergency Management Agency (FEMA), the Texas Division of Emergency Management, the Texas Commission on Environmental Quality (TCEQ), the Texas Water/Wastewater Agency Response Network, Texas Water Development Board (TWDB), municipal emergency management and response agencies, and other agencies responsible for hazard mitigation planning and implementation. NCTCOG partnered with the Texas Department of Transportation (TxDOT), municipalities, resource agencies, other Metropolitan Planning Organizations (MPOs), consultants, universities, utilities, and the private sector, to help identify funding sources for climate, watershed flooding, soil moisture retention, and other environmental

data; provide expertise on vulnerabilities in the region; and, strategize on resilience options.

Regarding tourism, Chambers of Commerce from across the region are part of NCTCOG's planning and public participation plan process already. In addition, NCTCOG coordinates regularly with special events groups and venues to provide planning and implementation activities for various transportation service needs for special events, including implementation of coordinated congestion management strategies for the special events and tourism activities. Regular communication and coordination with the Texas Rangers, Dallas Cowboys, and other such tourist draws about transportation needs associated with their events.

Past examples of our coordination efforts for special tourism events include the 2011 Super Bowl, 2014 NCAA Final Four Championship, 2015 American Country Music Festival, 2015 College Bowl Championship Series National Championship Game, and 2016 WWF WrestleMania. For these types of events, NCTCOG assists with items such as routing maps for shuttle buses, construction zone clean up in coordination with TxDOT, coordination regarding IH 30 HOV/Managed Lane T-ramp operations, transit passes/fan express passes, taxi/Uber/pedicab operations, maps of lane closures and construction activities, coordinating extended hours at Traffic Management Centers, updating Dynamic Message Boards and the Regional 511 System with special event information, staging tow trucks to clear incidents quickly, staging Mobility Assistance Patrols to aid in motorists, and developing call ladders to deal with transportation issues before, during, and after the event.

NCTCOG continues coordination and technical support for special event venues, local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events.

- 3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the National Highway System (NHS).**

On May 10, 2018 the Regional Transportation Council approved a new MPO Planning Memorandum of Understanding (MOU) that outlines public-sector responsibilities in carrying out the metropolitan transportation planning process and associated performance measures. A copy of the full executed MPO Planning MOU is provided in Chapter 10 of the 2019-2022 TIP.

Based on the federal performance measure final rule on Transit Asset Management (TAM) issued in July 2016, MPOs are required to coordinate with transit providers to set performance targets and integrate individual transit providers' performance targets and TAM plans into planning documents. NCTCOG reached out to all transit providers in the region and requested transit asset data and agency-level metrics and targets. Based on

the data received from transit providers, NCTCOG has set regional targets for transit asset categories.

Transit agencies may have agency-level targets that differ from the proposed regional targets. These agency-level targets may better meet their needs in planning for state of good repair. NCTCOG will continue to coordinate with transit agencies to report, track, and adjust the metrics and targets over time. Transit agencies are also in the process of completing their transit asset management plans. Individual transit agencies and group plan sponsors will complete their plans by the October 1, 2018 deadline. NCTCOG will incorporate those plans into required planning documents as they are finalized.

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism.

NCTCOG staff added a section titled, "Extreme Weather Vulnerability and Resilience" in the Environmental Considerations chapter of the MTP. This section included a listing of suggested resilience strategies derived from the March 2015 NCTCOG final report for the FHWA Climate Change/Extreme Weather Vulnerability and Risk Assessment Pilot Study, as well as the June 2017 summary report from the Texas Resilience and Planning Workshop. The strategies included: incorporating resilience in transportation planning through the use of the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST), a self-evaluation tool developed by the FHWA to assist agencies in evaluating the sustainability performance of projects and programs based on sets of criteria, including infrastructure resilience; integrating vulnerability assessment parameters into the project development process and the prioritization for subsequent MTP updates; improving the use of forecasting models and the monitoring of weather-related impacts to the region's transportation infrastructure, using corridors studies to identify vulnerable transportation infrastructure and to develop adaptation strategies within those study areas; utilizing the results of vulnerability assessments to inform infrastructure design, such as bridge or roadbed elevation, design, and the use of materials in construction that are more sustainable to natural disasters; participating in the FHWA Vulnerability and Resiliency Framework, pilot studies, and peer exchanges to investigate resilience tools and methodologies. NCTCOG also identified the Asset Optimization program within the Mobility Options chapter as a strategic and holistic improvement analysis consistent with FHWA initiatives on context sensitive solutions and performance-based practical design, and incorporated system reliability and infrastructure condition performance measures within the MTP project evaluation, selection, and prioritization processes.

With regard to project prioritization in the TIP, a recent project selection effort was included in the 2017-2018 CMAQ/STBG Funding Program for Safety, Innovative Construction, and Emergency Projects. When evaluating projects, one of the criteria specifically related to addressing flooding issues that affect system resilience. From that program, we funded several roadway projects that will mitigate flooding issues in two areas.

Regarding tourism, as noted in section 2, NCTCOG continually provides planning and programming assistance to special events to ensure that the transportation component of those events is effectively managed.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans).

The NCTCOG public transportation group revised and updated its documentation in the latest Metropolitan Transportation Plan, Mobility 2045, to include considerations pertaining to intercity bus and rail systems. This information is contained in the Mobility Options chapter of Mobility 2045. Similar information is also shown in Chapter 6 of the 2019-2022 TIP.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.

As previously mentioned, a section entitled, "Extreme Weather Vulnerability and Resilience" was added to the Environmental Considerations chapter of the MTP. This section includes a listing of suggested resilience strategies derived from the March 2015 NCTCOG final report for the FHWA Climate Change/Extreme Weather Vulnerability and Risk Assessment Pilot Study, as well as the June 2017 summary report from the Texas Resilience and Planning Workshop. Also included is a discussion of upcoming MPO/DOT coordination activities in relation to the development and implications of a Transportation Asset Management Plan (TAMP) within the Mobility Options Chapter. TAMPs will be required to address risk management and lifecycle cost consideration which will include analysis of extreme weather vulnerability and resilience.

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system.

The Regional Performance chapters of Mobility 2045 and the 2019-2022 TIP provide system performance data and targets for the transit asset management and highway safety improvement performance measures. Other federally required measures for Pavement and Bridge condition and Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ) are also discussed in those chapters.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets achieved by the MPO toward the performance targets.

The mobility chapter and appendix in the MTP provides congestion maps, level of service (LOS) maps, and the MOBLOS freeway/tollway report by segment (containing average volume, LOS, and lanes warranted), which all communicate system performance. In addition, specific federally-required performance measures are addressed in the Regional Performance chapters of Mobility 2045 and the 2019-2022 TIP.

- 9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP.**

A new chapter entitled “Regional Performance” will be added to the TIP to achieve this requirement. It will outline the targets set in our region along with plans/actions anticipated to achieve those targets.

- 10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.**

A new chapter entitled “Regional Performance” has been added to the 2019-2022 TIP to achieve this requirement. It outlines the targets set in our region along with plans/actions anticipated to achieve those targets. A discussion of inclusion into project selection is also provided in Chapter 3 – Project Selection and Prioritization Process within the 2019-2022 TIP.

When working to select and program projects, MPO staff factor in a variety of performance measures. Given that projects and programs in a MPO’s TIP must be included in and consistent with its MTP, the MTP and the performance measures that support it are critical to the development of the TIP. The projects that are recommended in the MTP and eventually programmed in the TIP go through a rigorous review to determine whether they are warranted.

One of the funding programs recently approved by the Regional Transportation Council (RTC) was dedicated to funding projects and programs that sought to address safety issues and/or system resilience, or include benefits for incident management and first responders. The program includes funding for projects that address flooding issues in the region, improvements that aim to reduce crashes, and funding for a region-wide program that will focus on mitigating safety issues (i.e., wrong-way driving, dangerous intersections). This program specifically addresses PM1. Two other recently approved funding programs invested in transit projects and projects that emphasize non-vehicular modes of transportation and context-sensitive design. These programs were the Sustainable Development Phase 4 (which included Turnbacks, Context Sensitive & Transit-Oriented Development projects) and the Transit Program – both were part of the larger 2017-2018 CMAQ/STBG Funding Program. Both of these programs address parts of PM3 and the Transit Asset Management performance measures.

Performance targets related to transit projects approved by the RTC are addressed through the annual transit funding process. Project requests are evaluated against the TAM regional performance targets and individual transit provider’s TAM plans to ensure consistency. Each TAM plan addresses capital assets used in the provision of public transportation and requires prioritization of investments for repair, maintenance, and replacement. This requirement allows transit providers to strategically plan for funding of capital assets and allows the MPO to make effective funding decisions for projects included in the TIP.

The Regional 10-Year Plan, which funds the next 10 years of major roadway improvements, includes many projects that address congestion reduction, connectivity,

and safety issues, in addition to other criteria like pavement and bridge condition. A notable example is the proposed reconstruction of IH 635 East in Dallas County. In addition to being one of the most congested roadways in Texas, this roadway has an average annual crash rate that is 60 percent higher than similar urban interstates in Texas. Part of the proposed project involves bringing IH 635 up to current design standards that will mitigate the contributing factors in crashes on the facility. As a major roadway reconstruction project, it will improve pavement and bridge conditions along the 11-mile corridor. And, it will reduce congestion by adding roadway capacity. Ultimately, the project will address multiple performance measures, which is what made it a regional priority.

This emphasis on projects that have multi-faceted benefits also applies to the other performance measures and targets that will be utilized in the coming years. Many projects that have been selected by the RTC fall into this category where the improvements do not strictly address one issue. An interchange project may be selected primarily for its expected congestion relief, but it can address a structurally deficient bridge at the same time. A project that increases capacity will often also address a pavement deficiency through the reconstruction of all existing lanes in addition to constructing the new ones.

NCTCOG and the RTC remain focused on tying performance metrics to programming decisions.

11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system.

The MPO will continue its collaboration with the State to support statewide performance measures and targets to assess the performance of the transportation system in Texas by working with TxDOT and regional agencies, partners, and stakeholders to develop, maintain, and enhance performance measures to evaluate the regional transportation network.

12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process.

This is a State requirement, not a regional requirement. That being said, we continue to coordinate with TxDOT as the agency incorporates asset management principles and performance management principles and requirements into the planning and programming process.